

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: SHA Bridge 19001 Inventory Number: S-432
Address: US 13 over Passerdyke Creek at border of Somerset County and Wicomico County Historic district: ☐ yes ☒ no
City: Eden Zip Code: 21822 County: Somerset
USGS Quadrangle(s): Eden
Property Owner: Maryland State Highway Administration Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: Traffic Barrier Installation and Upgrades Agency: Maryland State Highway Administration
Agency Prepared By: Maryland State Highway Administration
Preparer's Name: Jon Schmidt Date Prepared: 08/08/2012
Documentation is presented in: DOE Form
Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes Listed: ☐ yes
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

SHA Bridge 19001 over Passerdyke Creek on the border of the Wicomico County and Somerset County was previously included in the Historic Highway Bridge Inventory as a concrete slab bridge with a construction date circa 1938. The bridge was surveyed in August 1995 by P.A.C. Spero and Company for the Interagency Historic Highway Bridge Inventory Committee. The bridge was assigned the Maryland Inventory of Historic Places (MIHP) No. S-432 but deleted from the inventory because the original bridge was extensively altered in 1955 and did not meet the 50-year age requirement for listing in the MIHP at that time. Sufficient time has passed to evaluate the bridge for National Register of Historic Places eligibility (NRHP) and return the bridge to the MIHP. Based on a review of additional information, SHA has determined that SHA Bridge 19001 is not eligible for inclusion in the NRHP.

In 1938 the State Roads Commission (SRC) improved US 13 from Salisbury to the Somerset County Line, part of a series of contracts to construct at US 13 bypass around Salisbury. The new road may have included the construction of the original bridge designed to carry 27-foot of clear roadway. The roadway width for all standard plan bridges was increased to 27 feet in 1930 in order to accommodate increasing demands of car and truck traffic (SRC 1930). This standard specification helps date the bridge to post 1930.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended ☒
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jon Schmidt
Reviewer, Office of Preservation Services

8/26/2012
Date

N/A
Reviewer, National Register Program

Date

In 1955 SRC Contract 280-2-120 dualized US 13 from Fruitland to the Wicomico County-Somerset County Line. As part of this project, Bridge 19001 over the Passerdyke Creek was greatly altered. Prior to the project, the original single-span, 20-foot concrete slab bridge – currently on US 13 northbound – carried two-way traffic and featured concrete parapets and wingwalls. The alterations included the removal of the parapet walls, augmenting the existing abutments and wingwalls and widening the bridge from 27-feet to 118-feet to accommodate the expanded northbound lanes, separate SB lanes, a 50-foot wide median, and shoulders. At the end of the project, the northbound side of the bridge featured a macadam wearing surface, while the southbound wearing surface was concrete. The widened section of the bridge was designed on a skew to accommodate the path of Passerdyke Creek. Through the alterations, the concrete slab span remained 20-feet. The bridge was designed in accordance with American Association of State Highway Officials (AASHO) standard specifications for Highway Bridges dated 1948 and used materials and was constructed according to SRC specifications dated June 1948 and addenda dated April 1951.

The 1995 inventory form indicates that the bridge's parapet walls were removed and replaced with guardrails, the 1955 bridge was actually designed without parapet walls. The design called for vertical steel posts mounted to the exterior of the bridge deck designed to receive a metal traffic barrier. The original traffic barrier is no longer in place. A comparison of photographs of the bridge taken in 1995 and 2006 indicate that the traffic barrier was replaced at least once during the interim.

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. The bridge type consists of a concrete slab spanning between concrete abutments and wingwalls, frequently flanked by parapets. It developed rapidly early in the twentieth century and soon became one of the most popular and expedient types of small highway bridges. Standard Plans for the construction of concrete slab bridges in Maryland were issued by the SRC as early as 1912. These standard plans were revised in 1919, 1924, 1930, and 1933 before being revised on a more frequent basis going forward. AASHO Subcommittee on Bridges and Structures first issued standard design specifications in 1925 and has continuously updated these specifications through present day.

According to Historic Highway Bridges in Maryland: 1631-1960 significant concrete bridges may be broadly associated with the steady expansion of the transportation network throughout Maryland (P.A.C. Spero et al. 1995). Bridges built between 1940 and present could be associated with continuing scientific testing and standardization of concrete highway bridge technology. Because of broad construction in their type, concrete slab bridges determined to be historically significant should retain all of their character defining elements (CDEs): slab, parapet or railing, abutments, wingwalls, and piers (when present).

When Bridge 19001 was last altered in 1955, standardized concrete bridges had been constructed in Maryland for more than 40 years. The altered bridge is a common example of a standardized concrete slab bridge built in Maryland during the mid-twentieth century. Although this particular example retains a high degree of integrity, the CDEs for a slab bridge include the parapet or railing. The railing on Bridge 19001 has been replaced. Because of broad construction of the type, there exist better examples of concrete slab bridges and it is SHA's determination that SHA Bridge 19001 is not eligible for the NRHP under Criterion C (engineering). Additional research has not been able to associate significant events or persons with the bridge. As such, Bridge 19001 is not eligible for listing in the NRHP under Criterion A or B. Criterion D was not explored as part of the standing structures study for this project.

The boundary for the Bridge 19001 is consistent with the measurements of the structure at 120'2" long by 20' wide with asymmetrical wingwalls skewed at approximately 65 degrees. The total area of the bridge is approximately .07 acres.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date

[illegible]

August 9, 2012

1:24,000

0 1,250 2,500 5,000 Feet



View of the west elevation of Bridge 19001, view to the east.



Detailed view of the east elevation of the bridge, view to the southwest.



View of the guardrail and wearing surface on the southbound lanes, looking west.



View of the bridge location at the median, view to south.

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT. S-432

SHA Bridge No. 19001

Bridge name Passerdyke Creek

LOCATION:

Street/Road name and number [facility carried] US 113

City/town Eden

Vicinity X

County Somerset

This bridge projects over: Road Railway Water X Land

Ownership: State X County Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No X

National Register-listed district National Register-determined-eligible district

Locally-designated district Other

Name of district

BRIDGE TYPE:

Timber Bridge :

Beam Bridge Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

Movable Bridge :

Swing Bascule Single Leaf Bascule Multiple Leaf

Vertical Lift Retractable Pontoon

Metal Girder :

Rolled Girder Rolled Girder Concrete Encased

Plate Girder Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete X:

Concrete Arch Concrete Slab X Concrete Beam Rigid Frame

Other Type Name

DESCRIPTION:**SETTING:** Urban _____ Small town _____ Rural X

Describe Setting: Bridge No. 19001 carries US 113 over Passerdyke Creek at the Somerset-Wicomico County line. The setting is largely rural, with a few scattered farmhouses in the area. The creek flows from east to west.

Describe Superstructure and Substructure:

Bridge No. 19001 is a single span concrete slab bridge constructed in 1955 according to standardized plans. The structure rests on concrete abutments. The span is 20' in length, and the total bridge length is 23'. The parapets have been removed and replaced by guardrails. The concrete wingwalls form approximately a sixty degree angle with the centerline of the road. The structure has a bituminous concrete wearing surface.

Discuss Major Alterations:

Parapets have been removed and replaced with guardrails.

HISTORY:**WHEN** was the bridge built? 1955**This date is:** Actual X Estimated _____**Source of date:** Plaque _____ Design plans _____ County bridge files/inspection form _____**Other (specify)** SHA Files**WHY** was this bridge built?

Unknown

WHO was the designer?

Designer of the bridge is unknown

WHO was the builder?

Designer of the bridge is unknown

WHY was bridge altered?

Guardrails were added for traffic safety reasons.

Was the bridge built as part of an organized bridge-building campaign?

Unknown

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ **B- Person** _____

C- Engineering/architectural character

This bridge does not have National Register significance

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. By 1955 standardized concrete bridges had been built in Maryland for more than forty years.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

This area has always been predominantly rural so it is unlikely that the construction of this bridge made a significant impact on it.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

The bridge is not located in an area eligible for historic designation.

Is the bridge a significant example of its type?

No, this is a typical example of a standardized concrete slab bridge.

Does the bridge retain integrity of important elements described in Context Addendum?

No, the parapets have been removed.

Is the bridge a significant example of work of manufacturer, designer and/or engineer?

No, this appears to be a common example of a standardized bridge.

Should bridge be given further study before significance analysis is made?

No further evaluation is necessary to determine National Register significance.

BIBLIOGRAPHY:

State Highway Administration files for bridge #19001

Lake, Griffin, and Stevenson, 1877 Atlases and other early maps of the Eastern Shore of Maryland, Philadelphia, 1877.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 8/11/95

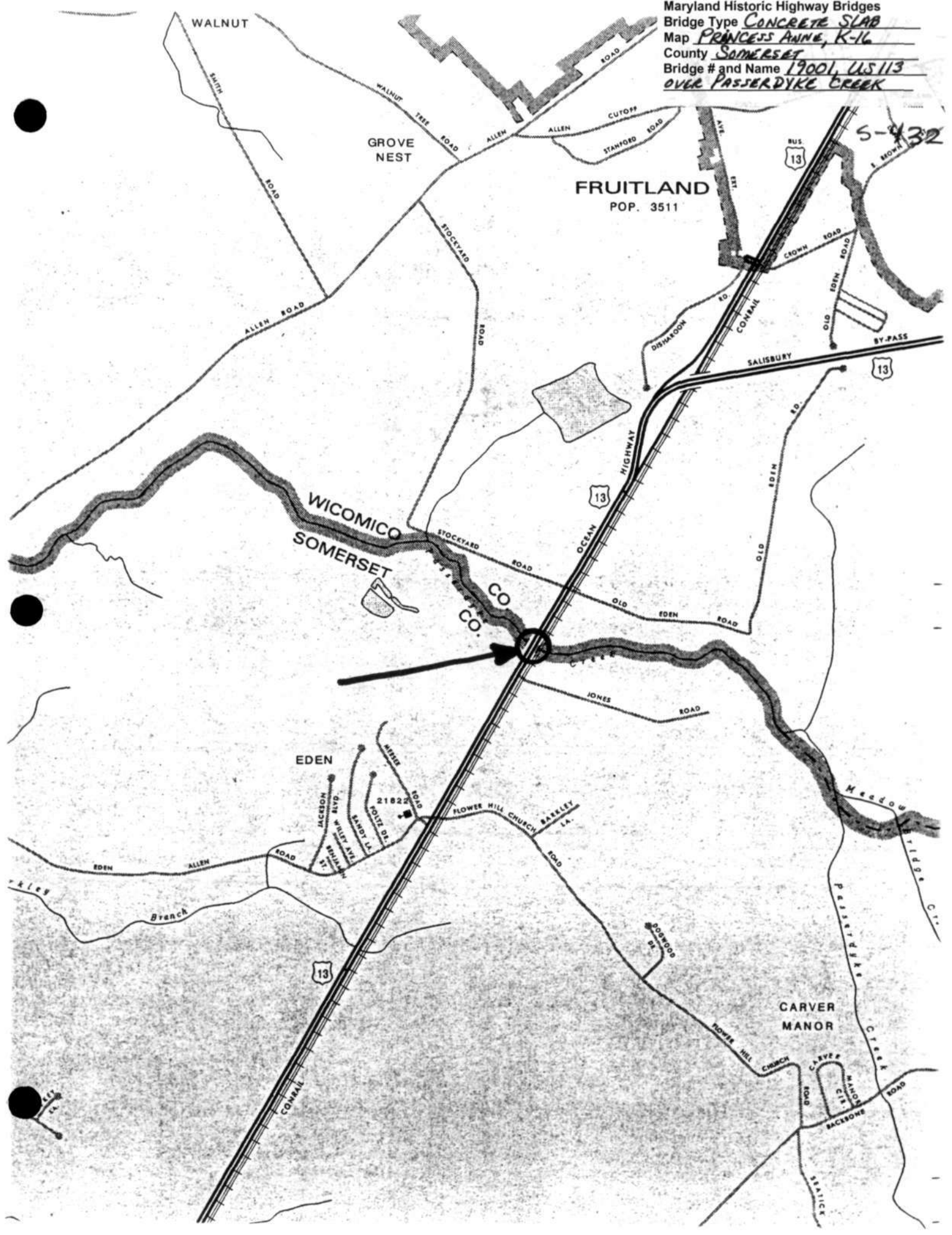
Name of surveyor Daniel Moriarty

Organization/Address P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670

Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map PRINCESS ANNE, K-16
County SOMERSET
Bridge # and Name 19001 US 113
OVER PASSERDYKE CREEK





S-432

Somerset County

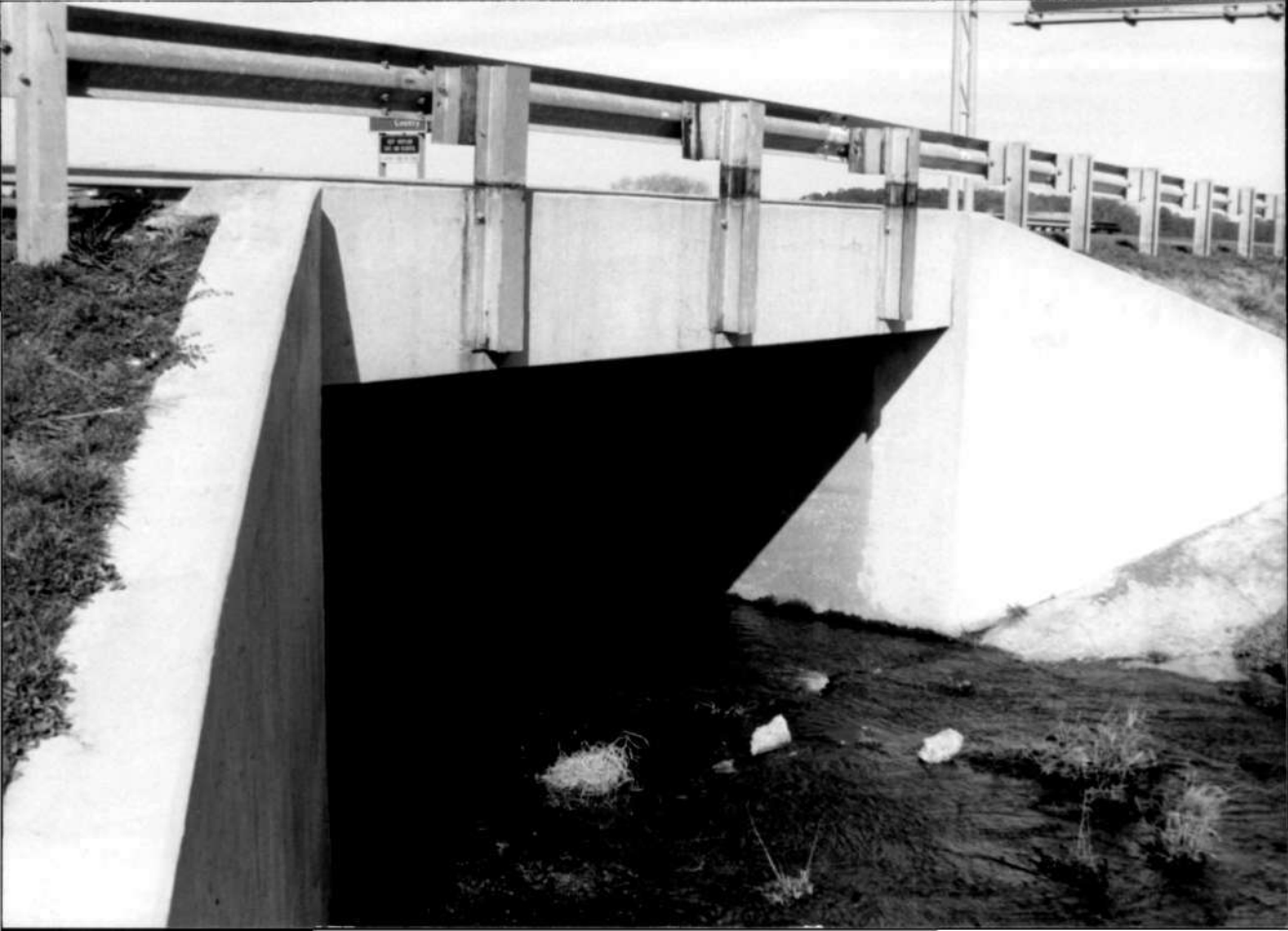
Matt Hickson

2-3-95

Maryland ~~SHD~~ SHA

Bridge 19001, Looking North on Us. 13

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S-432

Somerset County

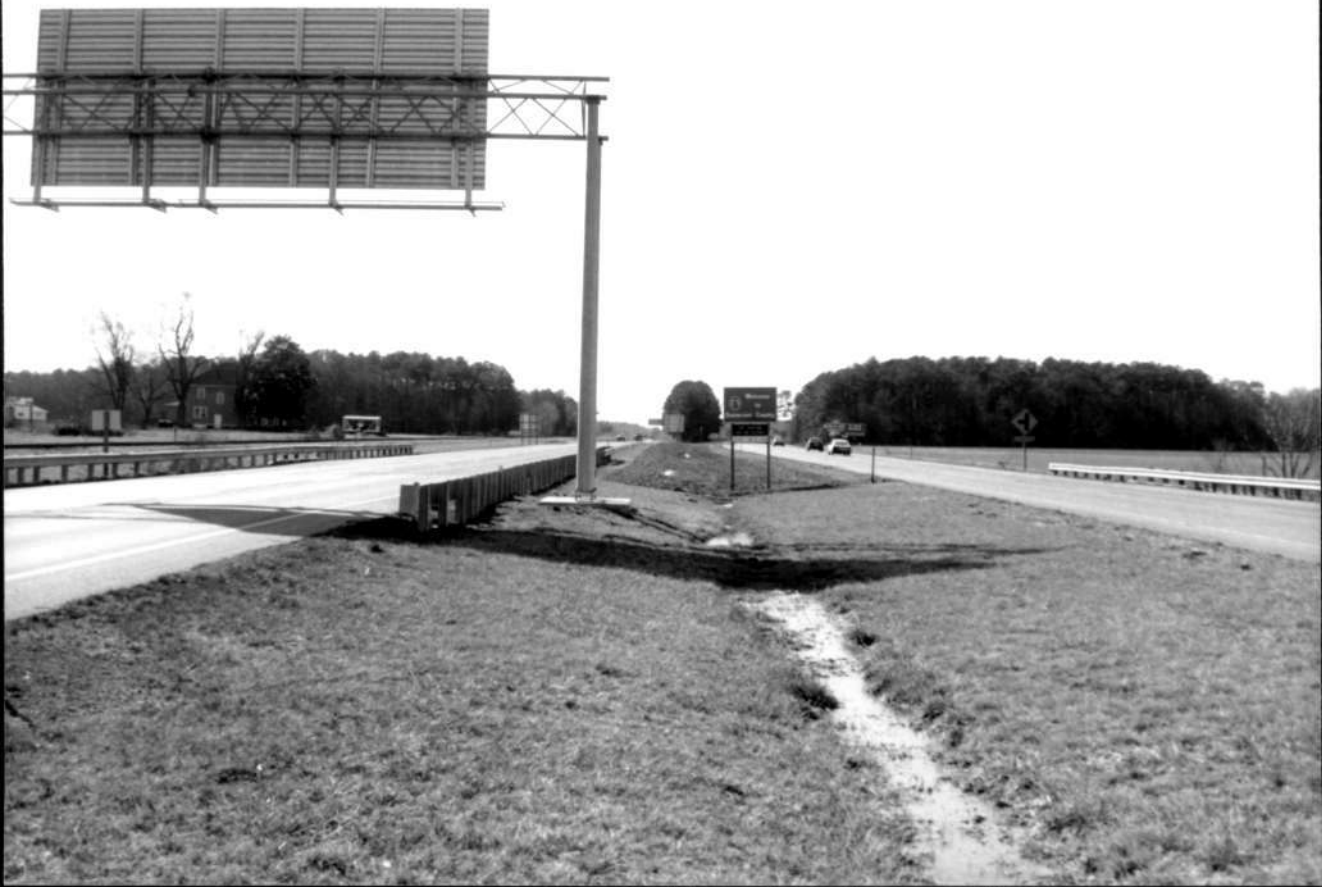
Matt Hickson

2-3-95

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BRIDGE 19001, LOOKING DOWNSTREAM (NW)

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S-432

SOMERSET COUNTY

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BRIDGE 19001, LOOKING SOUTH ON U.S. 13

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SOMERSET COUNTY

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BRIDGE 19001, LOOKING UPSTREAM (EAST)

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S-432

SOMERSET COUNTY

MATT HICKSON

2-3-95

~~MARYLAND SHPO~~ SHVT

BRIDGE 19001, ADJACENT (EAST) CULVERT BENEATH R/R

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